



# **Connect Lynnwood: Complete Streets Policy and Implementation**

**June 2021**



**Complete Streets Policy & Implementation**  
City of Lynnwood

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# INTRODUCTION

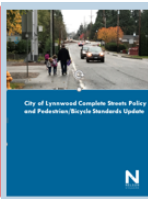
## WHY COMPLETE STREETS?

The City of Lynnwood is drafting a Complete Streets policy to:

- Implement the Comprehensive Plan goal to create a **balanced transportation system with mobility options for all people.**
- Make the **best use of limited City resources** by aligning project development and delivery processes to ensure each city transportation investment achieves multiple goals.
- Advance **incremental change toward a multimodal future.**
- Establish eligibility for **Complete Streets Award funding** from the state of Washington's Transportation Improvement Board.


## RELATIONSHIP BETWEEN COMPLETE STREETS AND AATP

### TEXT



1. Complete Streets Ordinance (to be adopted)

2. Street typology, process mapping, updated ped/bike standards (internal reference)



LYNNWOOD ACTIVE & ACCESSIBLE TRANSPORTATION PLAN

Colors

Primary

- Blue: City of Lynnwood
- Orange: Active Transportation
- Green: Accessible Transportation

Secondary

- Light Blue: Pedestrian
- Light Green: Bicycle

CONNECT

Typography

- Open Sans Light
- Open Sans Regular
- Open Sans Bold
- Open Sans ExtraBold

1. AAA network, walking/crossing priorities, public outreach, etc. (to be adopted)

Commented [SW1]: update

# 1 COMPLETE STREETS ORDINANCE

The ordinance will achieve three things:

- Adopt support for complete streets into Lynnwood's Municipal Code (LMC)
- Update LMC Title 12.12: Sidewalks and Walkways
- Adopt Connect Lynnwood, the city's Active & Accessible Transportation Plan

Text of the ordinance for adoption is below.

## ORDINANCE LANGUAGE

ORDINANCE NO. \_\_\_\_\_

### An Ordinance of the City of Lynnwood Endorsing the Concept of Complete Streets

WHEREAS the City of Lynnwood is a municipal code city incorporated under the laws of the State of Washington and conducts planning under the Growth Management Act, chapter 36.70 RCW; and

WHEREAS the State of Washington adopted a Complete Streets Grant Program in 2011, RCW 47.04.320, to encourage local governments to design streets that are safe for all users with the goal of promoting healthy communities, improving safety, protecting the environment, reducing congestion, and preserving community character; and

WHEREAS funding from the Washington State Complete Streets Grant Program is only available to jurisdictions that have adopted a Complete Streets Ordinance; and

WHEREAS the Complete Streets concept is supported by the Institute of Traffic Engineers, American Planning Association, United States Centers for Disease Control and Prevention, and many other transportation, planning, and public health professionals; and

WHEREAS The City of Lynnwood has undertaken several planning efforts geared at enhancing livability, including the City Center Streetscape Guidelines, Active & Accessible Transportation Plan, 10-Minute Walk Campaign, Bike2Health, and South Lynnwood Subarea Plan; and

WHEREAS the City of Lynnwood contains regional growth areas and the Lynnwood City Center LINK light rail station will draw thousands of users when it opens in 2024 and Complete Streets can mitigate impacts of growth by providing mobility options other than driving, protecting quality of life; and

WHEREAS the City of Lynnwood envisions an **efficient and integrated multimodal system that balances mobility needs** and helps implement the Comprehensive Plan; and

WHEREAS the City of Lynnwood's goal is to develop a **connected network** that allows **users of all ages, abilities, and incomes to safely use the public right-of-way** to access local and regional destinations, including commercial sites and business activities; and

WHEREAS The City of Lynnwood recognizes the **public health, traffic congestion reduction, economic, and environmental benefits** of encouraging active transportation such as walking and biking; now therefore

## BE IT ORDAINED BY THE COUNCIL OF THE CITY OF LYNNWOOD:

### Section 1: Endorsement

The City of Lynnwood endorses the Concept of Complete Streets and endorses the following Complete Streets principles:

- **Serve all legal users and modes.** The City recognizes that people walking, riding bicycles, driving cars, and taking transit are legitimate users of the right-of-way and deserve safe facilities for travel. Serve all users of all abilities on networks identified in the Connect Lynnwood: Active & Accessible Transportation Plan.
- **Create complete networks.** All streets cannot serve all users; however, people traveling by all modes, particularly by walking and bicycling, benefit from a network of safe travel routes throughout the city.
- **Support livability and economy.** Lynnwood's strengths include its family-friendly neighborhoods and robust commercial and retail presence. Complete Streets enhance livability by making places safer and more accessible. They support commercial activity by creating more mobility options to access business.

### Section 2: Application & Exceptions

- Complete Streets principles **apply to all publicly and privately funded projects on Lynnwood's streets.** The City of Lynnwood will take a complete networks approach linking new development to schools, parks, transit and commercial hubs, and other major destinations to incrementally enhance connectivity. This includes new construction, retrofit, and reconstruction projects. This ordinance applies to maintenance projects affecting street geometry or operations, such as repaving or signal modification, but does not include typical maintenance projects such as street sweeping. Not every street will support every mode, therefore Connect Lynnwood identifies an all ages and abilities bicycle network as well as priority walking streets.
- Projects will follow the complete streets approach to the maximum extent feasible. Infeasibilities will be documented, investigated, and approved by the city's Public Works Director.

### Section 3: Adoption of Connect Lynnwood

- The City of Lynnwood adopts the Connect Lynnwood: Active & Accessible Transportation Plan that includes the all ages and abilities bicycle network, priority walking streets, a list of capital projects that implement complete and connected networks.

### Section 4: Update to LMC 12.12 Sidewalks and Walkways

- The City of Lynnwood amends LMC 12.12 to say ... **TEXT FROM DAVID M**

### Section 5: Implementation

This adoption of a Complete Streets approach will be operationalized in the following ways:

- A **Street Typology** is a framework for identifying street types and the design elements appropriate to each type. The street typology will be housed in the city's **Project Flow Chart**, referenced in capital, maintenance, and development projects.
- A **design decision-making tree** referencing Connect Lynnwood, including the all ages and abilities bicycle network and walking and rolling network, will be housed in the city's Project Flow Chart, referenced in capital, maintenance, and development projects.

**Commented [SW2]:** get formal name from Amie

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- Updated **street standard plan drawings** for design elements on the all ages and abilities bicycle network and walking and rolling network will be housed in the city's Standard Plans and linked to drawings 3-02 Typical Roadway Section – Arterial and 3-03 Typical Roadway Section – Neighborhood Street.
- *Connect Lynnwood: Active & Accessible Transportation Plan*, adopted in this ordinance, will be further endorsed through adoption into the city's Comprehensive Plan update.
- An amendment to **LMC 12.12** – Sidewalks and Walkways, adopted in this ordinance, will ... **STATE PURPOSE**

**PASSED BY THE CITY COUNCIL ON \_\_\_\_\_ 2021**

## 2 IMPLEMENTATION

### TEXT

Implementation elements:

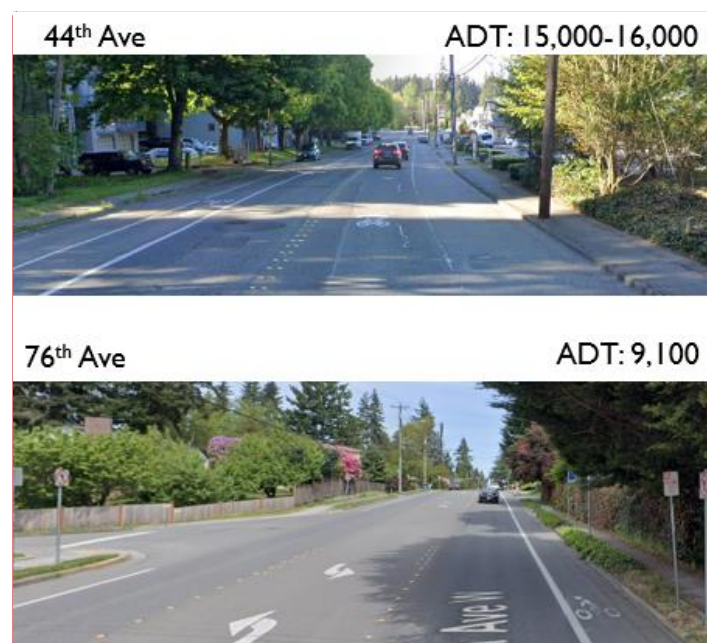
- Street Typology
- Project Flow Charts
- Updated Pedestrian and Bicycle Street Standards
- Updated Lynnwood Municipal Code

### STREET TYPOLOGY

The types of streets in communities support different functions based on land uses, density, etc.

Traditional functional classification

Figure 1 Streets with similar layouts have different mobility characteristics



Commented [SW3]: use a better example

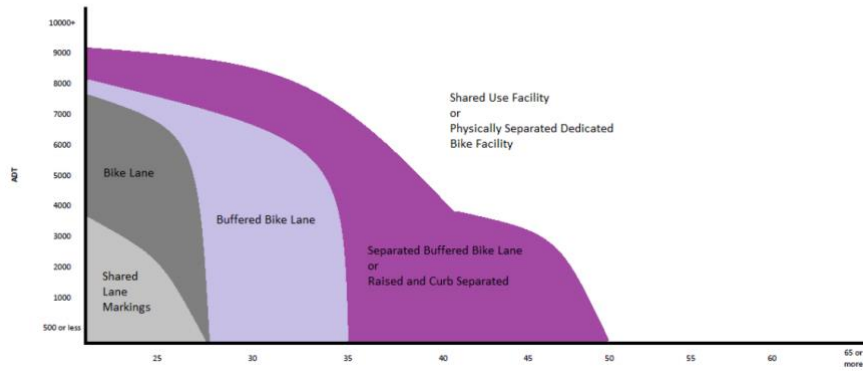
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Figure 2 Attracting more users means changing facility types

Roadway Bicycle Facilities

Chapter 1520

Exhibit 1520-6a Bicycle Facility Selection Chart – Interested, but Concerned Cyclists



Source: WSDOT

Lynnwood's Street Types

TEXT



Figure 3 Street Typology Inputs (Functional Classification, Average Daily Traffic, Speed Limit, Number of Lanes)

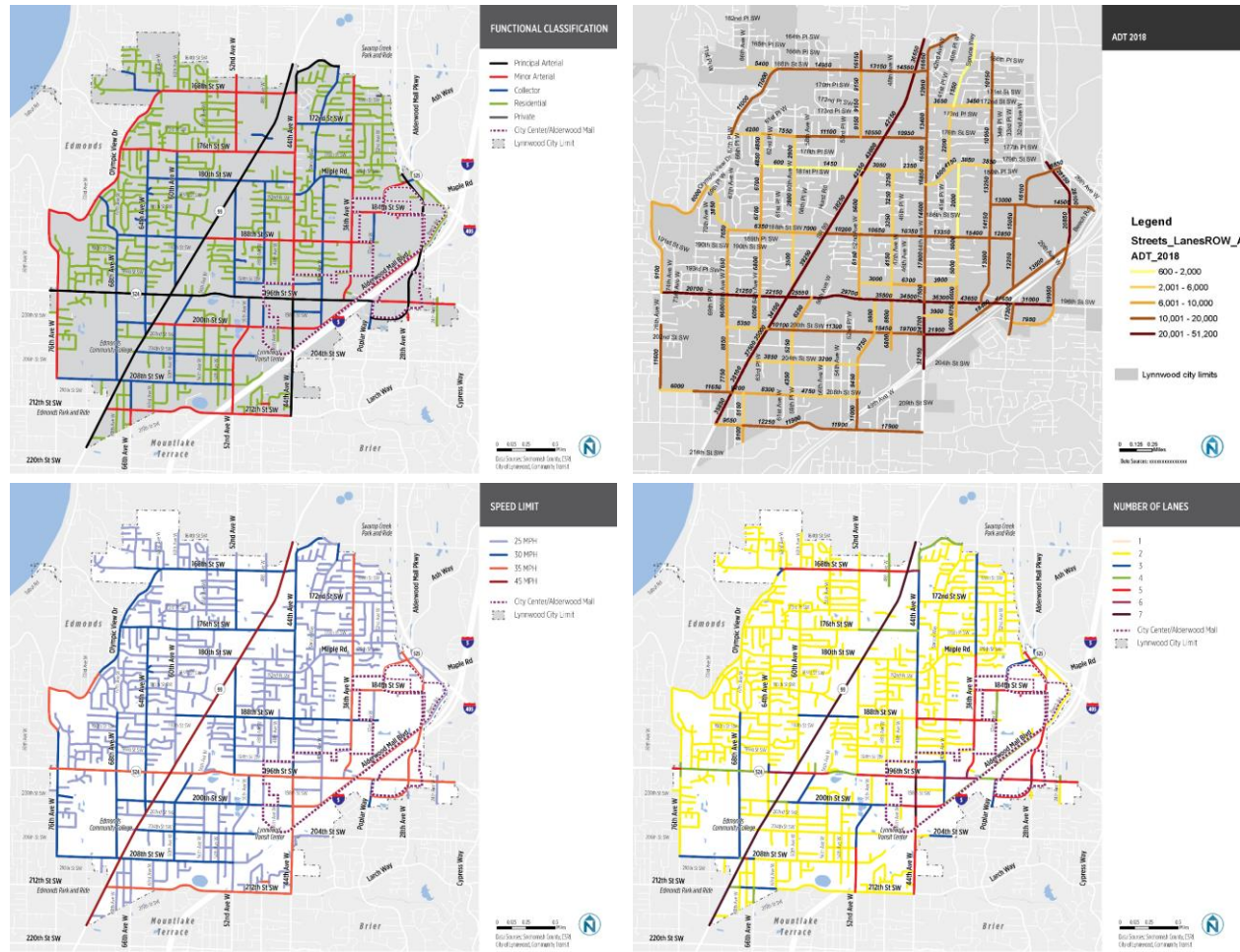
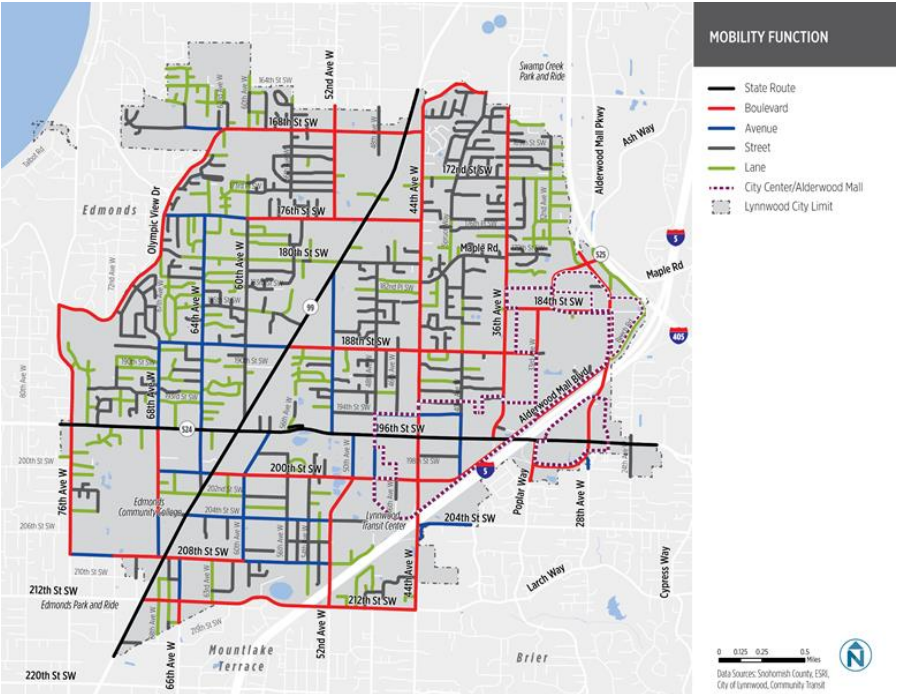


Figure 4 Street Typology



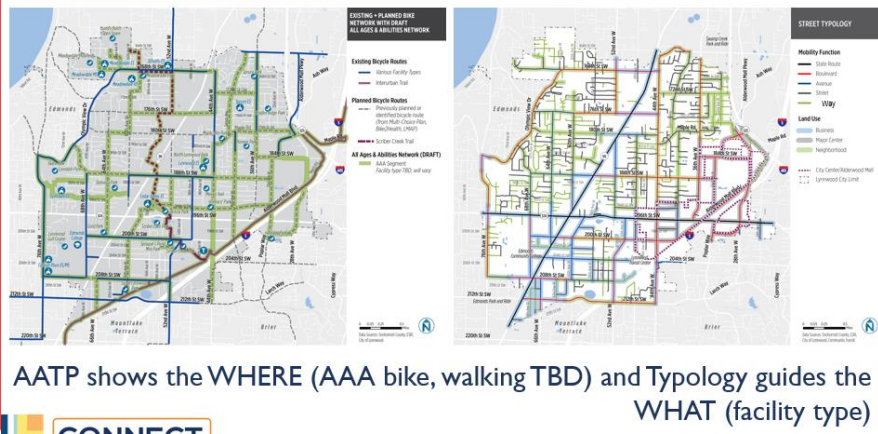
Mobility Type	F. Class	ADT	Speed Limit	# Lanes
State Routes	Principal Arterial	>20,000	35-45 mph	5-7
Boulevard	Minor Arterial – Collector	8,000-30,000	30-35 mph	3-5
Avenue	Collector	5,000-8,000	25-30 mph	2-4
Street	Residential	1,000-7,000	25 mph or less	2
Way	Residential – curbless	<2,000	25 mph or less	2

AATP / Complete Streets Alignment

TEXT

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Figure 5 AATP and Complete Streets Alignment



Commented [SW4]: updateu

Commented [SW5R4]: ensure i have the latest and greatest AAA map

what to do about walking?

just use the mobility function map on right, didn't integrate LU as a decision factor\

Figure 6 Facility Selection – All Ages and Abilities Cycling Network

Street Type	Level of Separation	Minimum Facility for AAA	Design Menu - Bicycling				
			Neighborhood Greenway	Bike Lane	Buffered Bike Lane	Protected Bike Lane	Sidewalk / Shared-Use Path
Boulevard	More	Protected Bike Lane/Path					
Avenue		Buffered Bike Lane					
Street		Bike Lane					
Way	Less	Neighborhood Greenway					

Commented [SW6]: Paul would like to add additional bike options

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Figure 7 Facility Selection – Walking and Rolling Network

Street Type	Level of Separation	Priority Walking Street Facility	Design Menu - Walking			
			Sidewalk	Wide Sidewalk	Sidewalk + Buffer	Sidewalk / Shared-Use Path
Boulevard	More	Sidewalk + Buffer				
Avenue		Wide Sidewalk or Sidewalk + Buffer				
Street		Sidewalk				
Way	Less	None				

## PROJECT FLOW CHARTS

TEXT

Figure 8 Existing Flow Charts

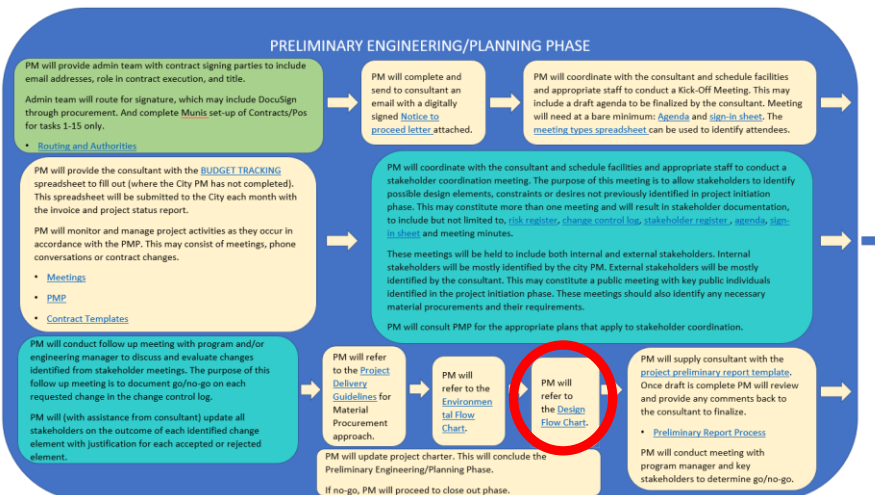
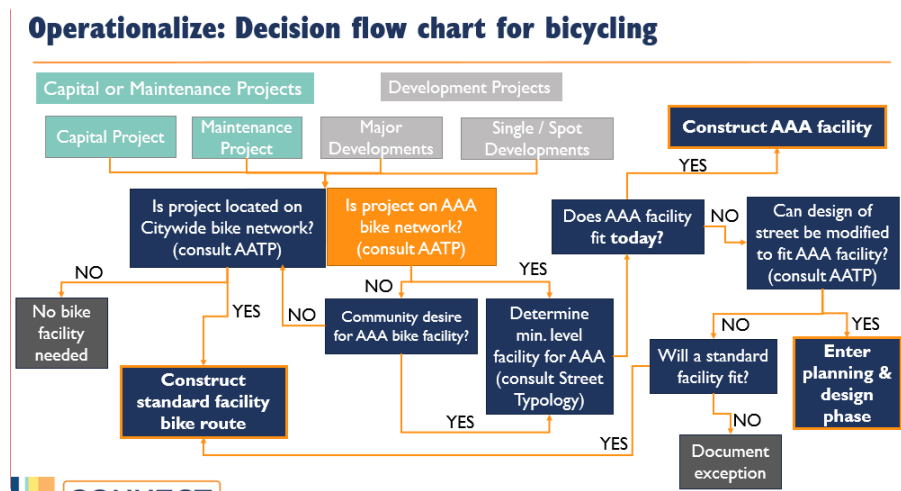
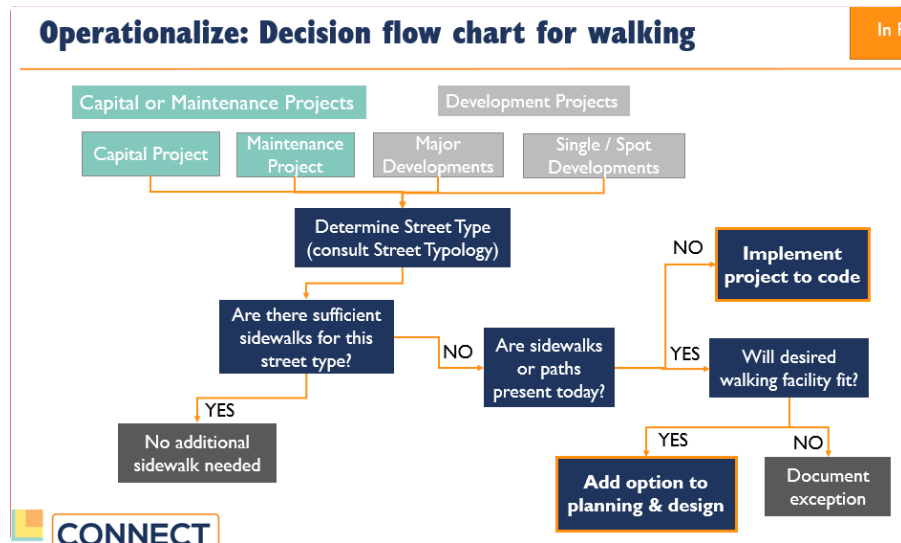


Figure 9 Flow chart for Bicycling Facilities



Commented [SW7]: update

Figure 10 Flow chart for Walking Facilities



Commented [SW8]: in progress

## UPDATED PEDESTRIAN AND BICYCLE STREET STANDARDS

### TEXT

- Bike lane

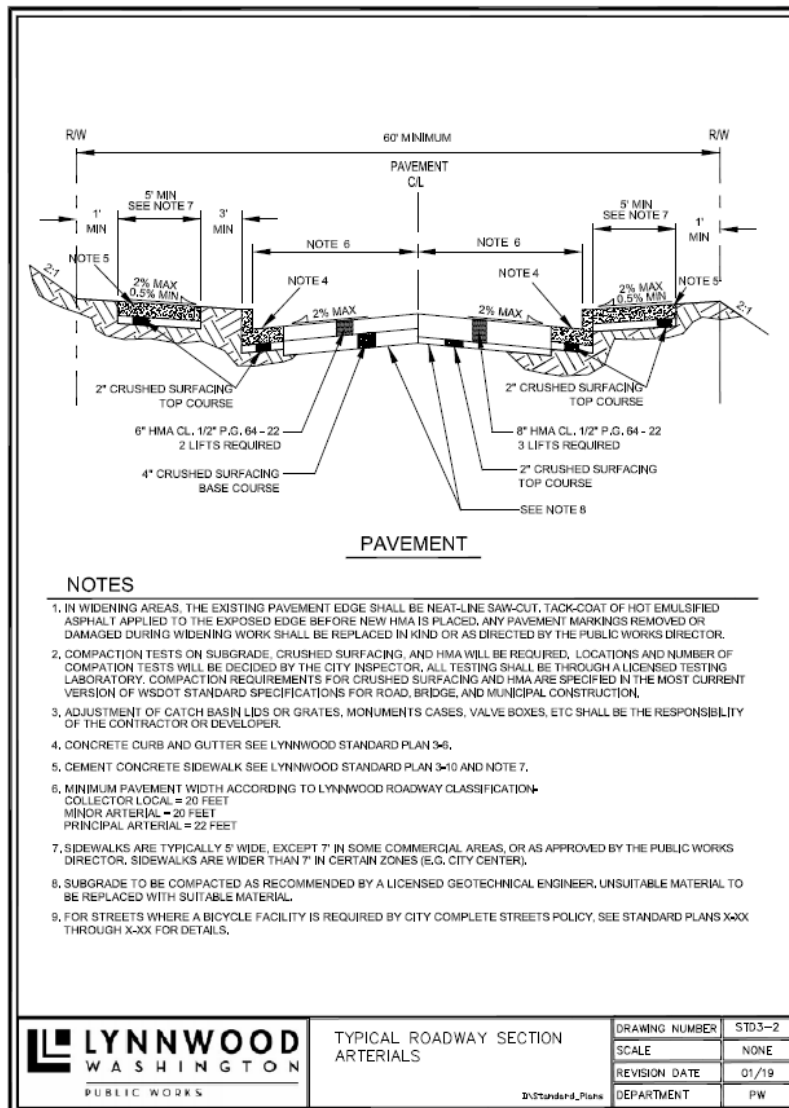
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- Midblock
  - Intersection
- Buffered bike lane
  - Midblock
  - Intersection
- Shared-Use path
  - Midblock
  - Intersection
- Wide sidewalk
- Sidewalk with buffer



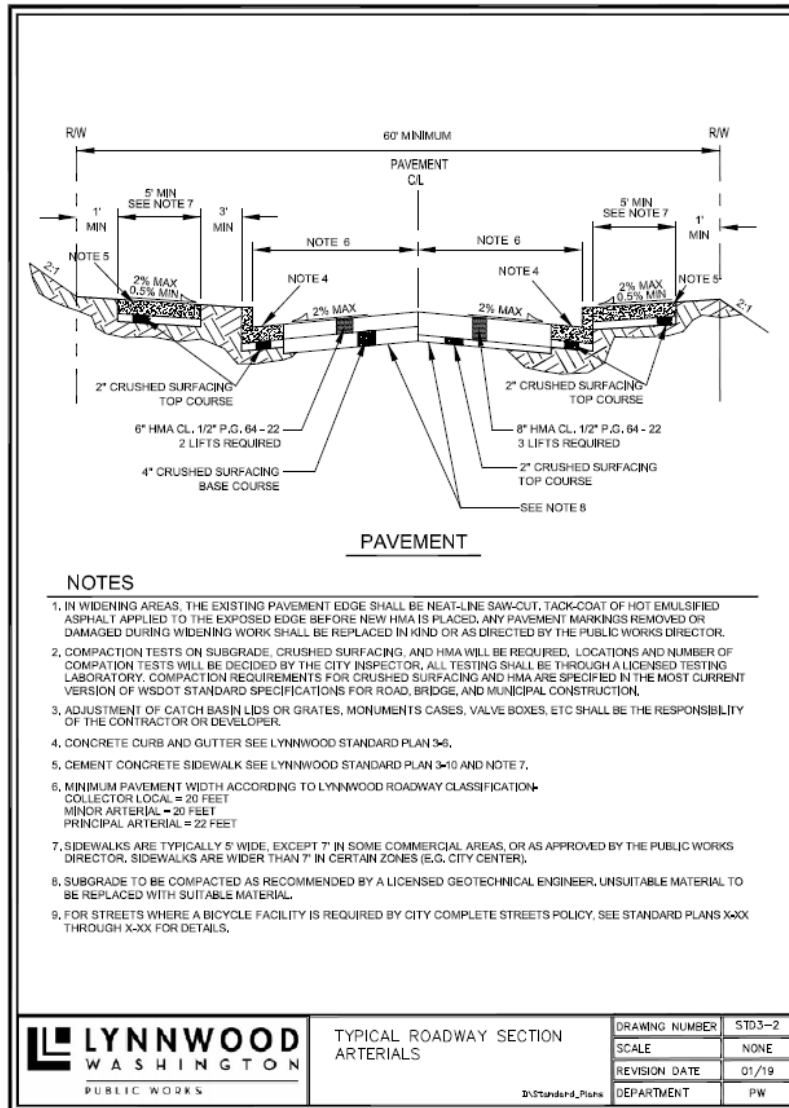
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**Figure 11 Updated Typical Roadway Section - Arterials**



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**Figure 12 Updated Typical Roadway Section – Neighborhood Streets**

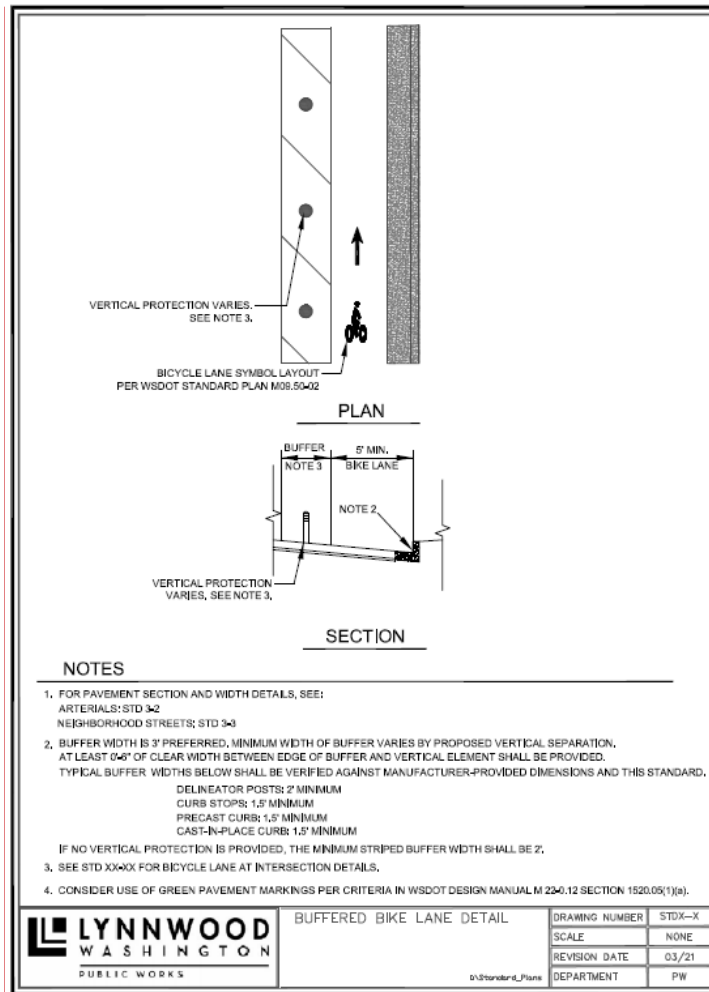




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Bike Lane Standard

Buffered Bike Lane Standard



Commented [SW9]: update as needed

**Shared-Use Path Standard**

**Wide Sidewalk Standard**

**Buffered Sidewalk Standard**

**UPDATED LYNNWOOD MUNICIPAL CODE**

As part of this project process, updates were made to LMC 12.12.030 Sidewalks and Walkways – Required for New Development.

[Summarize changes](#)